

Committee on Homeland Security with respect to its jurisdictional prerogatives on this bill or similar legislation in the future, and I would support your effort to seek appointment of an appropriate number of conferees to any House-Senate conference involving this legislation.

I will include our letters on H.R. 2838 in the Congressional Record during House floor consideration of the bill. I appreciate your cooperation regarding this legislation, and I look forward to working with the Committee on Homeland Security as the bill moves through the legislative process.

Sincerely,

JOHN L. MICA,
Chairman.

U.S. HOUSE OF REPRESENTATIVES,
COMMITTEE ON HOMELAND SECURITY,
Washington, DC, September 14, 2011.

Hon. JOHN MICA,
Chairman, Committee on Transportation and Infrastructure, Rayburn House Office Building, Washington, DC.

DEAR CHAIRMAN MICA: I am writing regarding the jurisdictional interest of the Committee on Homeland Security over provisions in H.R. 2838, the Coast Guard and Maritime Transportation Act of 2011, which the Committee on Transportation and Infrastructure ordered to be reported on September 8, 2011.

I understand the importance of advancing this legislation to the House floor in an expeditious manner. Therefore, the Committee on Homeland Security will not assert its jurisdictional claim over this bill by seeking a sequential referral. This action is conditional on our mutual understanding and agreement that doing so will in no way diminish or alter the jurisdiction of the Committee on Homeland Security over the subject matter included in this or similar legislation. I request that you urge the Speaker to appoint members of this Committee to any conference committee for consideration of any provisions that fall within the jurisdiction of the Committee on Homeland Security in the House-Senate conference on this bill or similar legislation.

I also request that this letter and your response be included in the Transportation and Infrastructure Committee report to H.R. 2838 and in the Congressional Record during consideration of this measure on the House floor. Thank you for your consideration of this matter.

Sincerely,

PETER T. KING,
Chairman.

U.S. HOUSE OF REPRESENTATIVES,
COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE,
Washington, DC, September 27, 2011.

Hon. LAMAR SMITH,
Chairman, Committee on the Judiciary, Rayburn House Office Building, Washington, DC.

DEAR MR. CHAIRMAN: Thank you for your letter regarding H.R. 2838, the "Coast Guard and Maritime Transportation Act of 2011." I acknowledge that by forgoing action on this legislation, your Committee is not diminishing or altering its jurisdiction.

I also concur with you that forgoing action on this bill does not in any way prejudice the Committee on the Judiciary with respect to its jurisdictional prerogatives on this bill or similar legislation in the future, and I would support your effort to seek appointment of an appropriate number of conferees to any House-Senate conference involving this legislation.

I will include our letters on H.R. 2838 in the Congressional Record during House floor consideration of the bill. I appreciate your

cooperation regarding this legislation, and I look forward to working with the Committee on the Judiciary as the bill moves through the legislative process.

Sincerely,

JOHN L. MICA,
Chairman.

U.S. HOUSE OF REPRESENTATIVES,
COMMITTEE ON THE JUDICIARY,
Washington, DC, September 27, 2011.

Hon. JOHN MICA,
Chairman, Committee on Transportation and Infrastructure, Rayburn House Office Building, Washington, DC.

DEAR CHAIRMAN MICA: I am writing concerning H.R. 2838, the "Coast Guard and Maritime Transportation Act of 2011," which was reported favorably by your committee on September 8. As a result of your having consulted with us on provisions in H.R. 2838 that fall within the Rule X jurisdiction of the Committee on the Judiciary, we are able to agree to forego action on this bill in order that it may proceed expeditiously to the House floor for consideration.

The Judiciary Committee takes this action with our mutual understanding that by foregoing consideration of H.R. 2838 at this time, we do not waive any jurisdiction over subject matter contained in this or similar legislation, and that our Committee will be appropriately consulted and involved as the bill or similar legislation moves forward so that we may address any remaining issues in our jurisdiction. Our Committee also reserves the right to seek appointment of an appropriate number of conferees to any House-Senate conference involving this or similar legislation, and requests your support for any such request.

I would appreciate your response to this letter confirming this understanding with respect to H.R. 2838, and would ask that a copy of our exchange of letters on this matter be included in the Congressional Record during floor consideration.

Sincerely,

LAMAR SMITH,
Chairman.

U.S. HOUSE OF REPRESENTATIVES,
COMMITTEE ON THE JUDICIARY,
Washington, DC, October 20, 2011.

Hon. JOHN MICA,
Chairman, Committee on Transportation and Infrastructure, Rayburn House Office Building, Washington, DC.

DEAR CHAIRMAN MICA: I am writing concerning H.R. 2839, the "Piracy Suppression Act of 2011," which was reported favorably by your committee on September 8, 2011. As a result of your having consulted with us on provisions in H.R. 2839 that fall within the Rule X jurisdiction of the Committee on the Judiciary, we are able to agree to forego a formal referral on this bill.

The Judiciary Committee takes this action with our mutual understanding that by foregoing consideration of H.R. 2839 at this time, we do not waive any jurisdiction over subject matter contained in this or similar legislation, and that our Committee will be appropriately consulted and involved as the bill or similar legislation moves forward so that we may address any remaining issues in our jurisdiction. Our Committee also reserves the right to seek appointment of an appropriate number of conferees to any House-Senate conference involving this or similar legislation, and requests your support for any such request.

I would appreciate your response to this letter confirming this understanding with respect to H.R. 2839, and would ask that a copy of our exchange of letters on this matter be

included in the Congressional Record during floor consideration.

Sincerely,

LAMAR SMITH,
Chairman.

U.S. HOUSE OF REPRESENTATIVES,
COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE,
Washington, DC, October 21, 2011.

Hon. LAMAR SMITH,
Chairman, Committee on the Judiciary, Rayburn House Office Building, Washington, DC.

DEAR MR. CHAIRMAN: Thank you for your letter regarding H.R. 2839, the "Piracy Suppression Act of 2011." I acknowledge that by forgoing a formal referral request on this legislation, your Committee is not waiving any jurisdiction over the subject matter contained in this or similar legislation and that your Committee will be appropriately consulted and involved as the bill or similar legislation moves forward.

Further, I would fully support your effort to seek appointment of an appropriate number of conferees to any House-Senate conference involving this or similar legislation.

I will include our letters on H.R. 2839 in the Congressional Record during House floor consideration of the bill. I appreciate your cooperation regarding this legislation, and I look forward to working with the Committee on the Judiciary as the bill moves through the legislative process.

Sincerely,

JOHN L. MICA,
Chairman.

HONORING THE 75TH ANNIVERSARY OF THE SAN FRANCISCO-OAKLAND BAY BRIDGE

HON. BARBARA LEE
OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES
Tuesday, November 15, 2011

Ms. LEE of California. Mr. Speaker, I rise today with my colleagues to recognize the 75th Anniversary of the San Francisco-Oakland Bay Bridge. A historic work of modern engineering once believed to be impossible, the completion of the "Bay Bridge" opened up groundbreaking transit channels and changed the face of the Bay Area as we know it.

The Bay Bridge was not only significant for its innovative engineering. It also created a new chapter in transportation history and represented an unprecedented feat of political and public consensus in the early 20th Century. At the onset, the Chief Engineer for the Bay Bridge California Toll Bridge Authority, Charles H. Purcell, encountered several obstacles. He was faced with four-and-a-half miles of water in between the two metropolitan areas of the Port of Oakland and San Francisco shoreline. No one had ever contemplated a bridge so long, so expensive or with such deep piers.

The idea for a bridge had been popular since the days of the Gold Rush. However, with the increasing prevalence of the automobile, a reliance on railroads to bolster trade and an already crowded ferry system, the need for a bridge became so great that Bay Area leaders were able to persuade President Herbert Hoover and the former independent U.S. agency Reconstruction Finance Corporation to advance approximately \$62 million in federal funding for the ambitious project.

The California Toll Bridge Authority formed as a result of the California State Legislature's 1926 passage of a law calling for a policy-making body to bridge San Francisco and Alameda County. As early as 1930, formal plans for the Bay Bridge began to take shape among Purcell and his colleagues. First, in order to address the issue of length, it was decided that a suspension bridge and cantilever bridge would meet at Yerba Buena Island.

In order to design what is now one of the longest bridge spans in the world (23,000 feet), employing the world's deepest bridge pier (242 feet underwater) and the earth's largest diameter bore tunnel (76 feet wide by 56 feet high), Purcell turned to some of the most experienced bridge engineers in the country, including Ralph Modjeski, Leon Moisseiff and Daniel Moran. The low bidders for construction of the job included some of the giants of construction contracting, including the American Bridge Company, McClintic-Marshall for the steel work and the "Six Companies" contractors for the foundation work.

In total, over 8,000 workers from around the Bay Area and across the country produced the complicated and dangerous work, logging 214,870 "man-days," at what would now be considered an unthinkable speed. And although there were no mass incidents during the building, we also pay tribute today to the hundreds of workers who were injured on the job and the over two dozen men who lost their lives.

After three years of construction, the Bay Bridge opened for traffic and to huge public fanfare on November 12, 1936—six months ahead of schedule. Today, after several modifications to allow for the unexpected flood of increased traffic in the 30s and 40s, seismic retrofit after the 1989 Loma Prieta earthquake and continued improvements, the Bay Bridge carries over 270,000 vehicles per day on its two decks. It has repaid and reinvested its \$77 million price tag many times over in the last 75 years. Most importantly, it has allowed for the growth, progress and unification of the Bay Area's vital urban areas to the benefit of its residents.

Therefore, on behalf of the residents of California's 6th, 9th, 11th, and 13th Congressional Districts, we extend our congratulations on this important milestone. We express immense gratitude to the countless people who have contributed to the continued success of the San Francisco-Oakland Bay Bridge, and wish you all the best in the coming years.

CELEBRATING AMERICA RECYCLES DAY

HON. RICHARD L. HANNA

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 15, 2011

Mr. HANNA. Mr. Speaker, I proudly rise today to recognize America Recycles Day and those committed to the preservation of our environment. In 1997, America Recycles Day was created to inform, educate and bring awareness to the benefits of recycling. In particular, the automotive recycling industry has taken a strong stance against pollution, advocating instead for the preservation of our natural resources.

Small business owners who comprise the Automotive Recyclers Association represent

automotive recycling facilities throughout the country. Just in the past year alone, they have helped to recycle over 11 million retired vehicles—to keep waste out of our landfills. Local, state and national guidelines are strictly followed and enforced to ensure all facilities meet environmental, safety, licensing and regulatory standards. What many don't realize is the reusability of vehicle components. Nearly everything from the upholstery to the engines, transmissions, aluminum and steel can be recycled. Now the most recycled product in the world, automobile parts can produce almost 13 million new vehicles, along with numerous other consumer products, while saving 11 million gallons of oil in the manufacturing of new components.

Exemplary citizens such as those of the automotive recycling industry and other committed individuals around the nation should be appreciated and acknowledged. We need to preserve our resources and environment so they may be enjoyed by future generations. Mr. Speaker, I proudly ask you to join me in honoring those making a true difference in keeping our nation clean and celebrating America Recycles Day.

A TRIBUTE TO EUGENE AND CAROLINE BARGMAN

HON. ADRIAN SMITH

OF NEBRASKA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 15, 2011

Mr. SMITH of Nebraska. Mr. Speaker, I rise today to honor the service of two special Nebraskans, Eugene Bargman and his late wife Caroline. This year, Eugene and Caroline will be honored with the Nebraska Farm Bureau's highest honor, the Silver Eagle Award. Eugene and Caroline are widely respected for their commitment to God, country, community and agriculture.

They were an effective team during their 60 years together. After marrying in January 1946, Eugene completed his service in the Air Force and taught "on the farm" night classes in agriculture to military veterans. The Bargmans were early adopters of conservation technology on their diversified farm near Pickrell, where they raised their five children. They were co-operators for on-farm studies with state and federal agencies and both were leaders in Gage County Farm Bureau. Eugene and Caroline testified numerous times before local governing boards and the Nebraska Legislature on land use and conservation issues.

Eugene served as president of the county fair board and the Federal Land Bank board of directors. He also served on agricultural advisory boards for numerous Nebraska governors, U.S. Senators and Members of Congress. Caroline was a member of the Nebraska Soybean and Grain Sorghum boards and the first U.S. Soybean Board.

I ask my colleagues to join me in honoring Eugene and Caroline Bargman for their many great contributions to agriculture and the State of Nebraska. As recipients of the Silver Eagle Award, they will be forever appreciated and remembered.

A TRIBUTE TO MR. GEORGE CONDON

HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 15, 2011

Mr. KUCINICH. Mr. Speaker, I first met George Condon when I was a copyboy at the Plain Dealer. It was the mid-sixties and the newsroom was a combination of Ben Hecht and Salvadore Dali, where nervous news jockies whipped the keys of their typewriters, men against white space, racing against a looming deadline, frenzied calls of "boy, boy" echoing summoning the serfs to duty. Unpretentious and approachable, columnist George Condon would occasionally appear in the midst of the tumult gazing upon the chaos with an amused wisdom about the city room and the city, befriending even a lowly copyboy who confided in him his own dreams of one day being Mayor of Cleveland.

While the strong, quick pulse of the city could be felt in the news room, George Condon knew there was a deeper story upon which all news was built.

"There is no satisfactory way to describe a city or to convey its spirit in words," he wrote in Cleveland, the Best Kept Secret, "Facts and statistics, names and dates, prose and poesy all are well-intentioned bids to give flesh and breath to a chunk of real estate, but they hang lifelessly on the skeleton. If there is a way to give life to a city with words, those words must try to renew some of the lives that created the city."

In Shakespeare's Henry IV, Glendower proclaimed: I can call spirits from the vasty deep. Hotspur replied: Why, so can I, or so can any man. But will they come when you do call for them?"

Read Cleveland, the Best Kept Secret and George Condon's account of the clash over a hundred years ago between Mark Hanna and Tom Johnson and you will see that when George Condon called the spirits forth, they leaped onto his pages, their lives renewed vividly, dissolving the barriers between past, present . . . and future. For it was in November, 1976, after reading George Condon's account of the struggle between privileged interest and public interest that I made a decision to launch a full-scale campaign to save Johnson's Muny Light from a takeover by the then Cleveland Electric Illuminating Company.

A year later, because of the primary impact of his writings on my own life, I asked George Condon to be the master of ceremonies at my inauguration as Mayor of Cleveland.

Anyone who read his works could not help but be moved by his ability to bring to life his beloved city and all the characters who populated it. What made George Condon's writings so unique was his power of observation, fused with love and tempered with a non-judgmental humor.

He was our Boswell. One of the debates that George Condon played out in his work was the efficacy of the promotional campaign which declared Cleveland to be the "Best Location in the Nation." He thought such a declaration could be off-putting to the visitor. After all, each city has its celebratory aspects. But upon further reflection, we can claim that title, not because we have the biggest buildings, or the grandest stadiums, or the most powerful